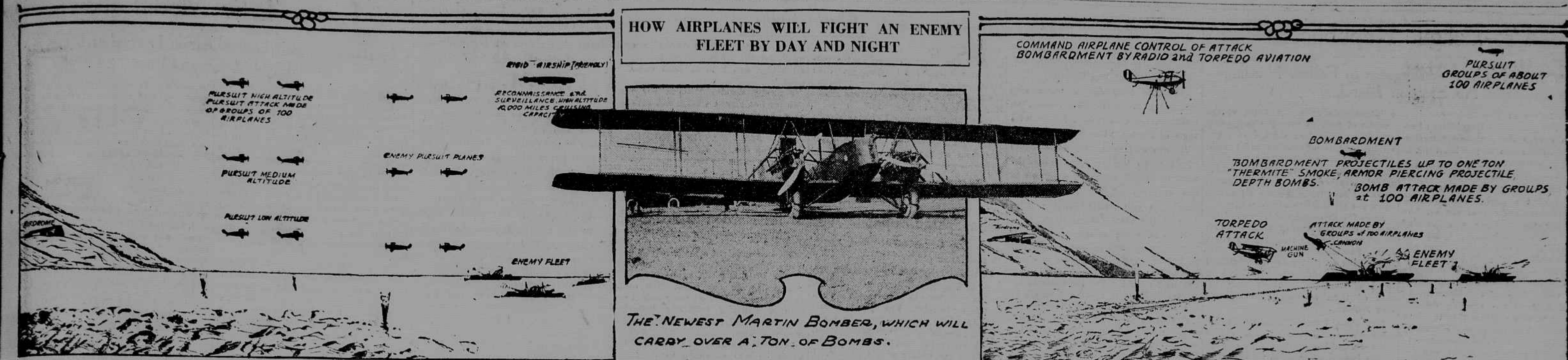


Aircraft Against Dreadnoughts: The Battle of the Future



HOW AIRPLANES WILL FIGHT AN ENEMY FLEET BY DAY AND NIGHT

COMMAND AIRPLANE CONTROL OF ATTACK BOMBARDMENT BY RADIO AND TORPEDO AVIATION

PURSUIT GROUPS OF ABOUT 100 AIRPLANES

BOMBARDMENT

BOMBARDMENT PROJECTILES UP TO ONE TON "THERMITE" SMOKE, ARMOR PIERCING PROJECTILE, DEPTH BOMBS. BOMB ATTACK MADE BY GROUPS OF 100 AIRPLANES.

TORPEDO ATTACK

ATTACK MADE BY GROUPS OF 100 AIRPLANES

ENEMY FLEET

THE NEWEST MARTIN Bomber, WHICH WILL CARRY OVER A TON OF BOMBS.

FIRST PHASE. BATTLE FOR CONTROL OF THE AIR.

By Quarterdeck

THE War and Navy departments are perfecting arrangements and revising the rules that are to govern the projected bombing experiments by the aviation forces of the army and navy against the captured German vessels and two obsolete battleships of the United States Navy.

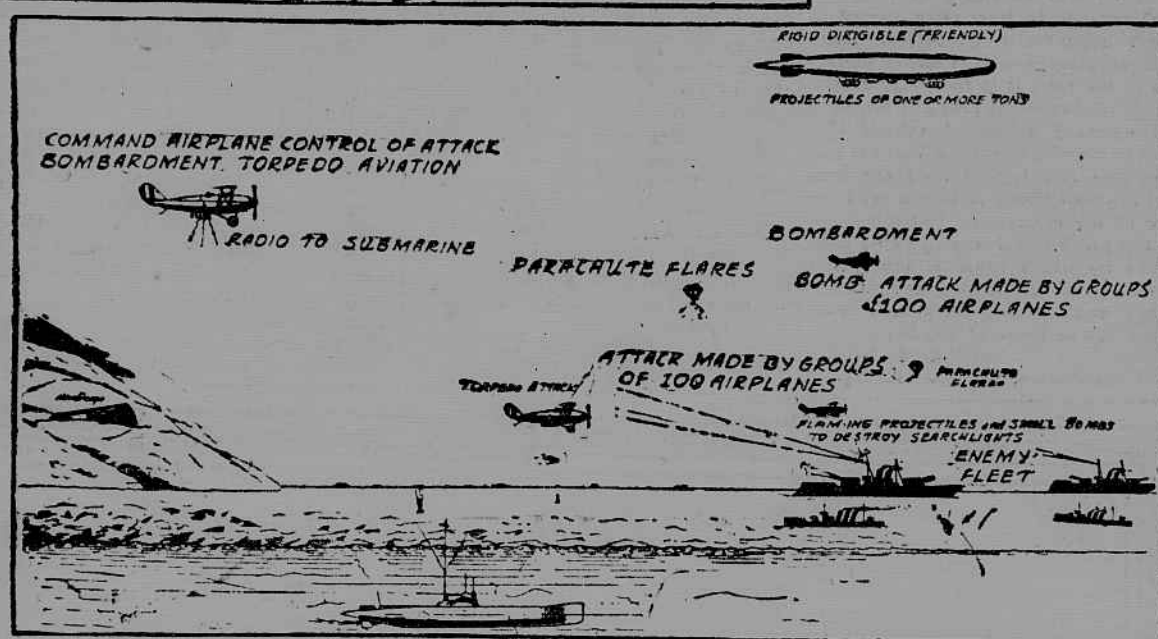
These experiments are to take place between June 1 and July 15, 1921. There are three main objects in view: 1. To demonstrate the ability of aircraft to locate the fleet of an enemy approaching the coast. 2. To determine the chances of hitting, with dummy bombs, from an airplane, a vessel under way at sea, maneuvered by radio from another ship. 3. To determine the damage by live bombs against modern vessels of the battleship, light cruiser, destroyer and submarine types.

The original plan agreed upon by the War and Navy departments has been somewhat modified by the fact that the conference of ambassadors has decreed that all onetime German vessels are to be destroyed before August 9, 1921. A further change in the plan may result from the request of the army air service that the bombing test shall take place at some point off the coast within reasonable striking distance of an army aviation base.

In the test to determine the chances of hitting a ship in motion the old battleship Iowa will be sent to sea and will be kept under way by radio control from 50 to 100 miles offshore. She will be attacked by army as well as navy planes using dummy bombs, the fall of each bomb being observed and plotted as accurately as possible. The minimum height for the planes in this experiment will be 4,000 feet.

Ships of Various Sizes Selected for Experiments

To determine the destructive effect of the airplane bombs the following onetime German craft will be attacked with live bombs of various sizes: Battleship Ostfriesland, light cruiser Frankfurt, three destroyers and four



SECOND PHASE, NIGHT ATTACK ON HOSTILE FLEET.

THESE four charts illustrate the manner in which the airplane will be used as a means of coast defense to fight off an enemy fleet. The maneuvers involved will be carried out during the coming summer in the bombing experiments of the United States military forces. A description of the tactics shown follows:

First Phase—Pursuit Aviation

In any naval operation of the future, the first object of either of the opposing forces will be to gain control of the air. For this purpose reconnaissance is carried out to search for the opposing force, and to report its position. This requires long sustained flight, and may readily be performed by rigid airships.

Upon the report as to the locality, the friendly pursuit aviation will take to the air to meet the opposing force, in order to determine the control of the air, for it is only possible to carry out air operations when control of the air is held.

The chart shows the opposing pursuit forces meeting for this preliminary air battle.

submarines. The army air service has been invited by the navy to take part in these tests.

From the nature of things these experiments will extend over a period of several weeks. There will be many delays and interruptions owing to the necessity of examining the vessels after the explosion of each bomb, in order to discover the resisting power of the modern ship against such missiles and the number of bombs necessary to sink her or put her out of action.

In addition to the joint experiments by the army and navy aviation forces the old battleship Kentucky will be turned over to the army for their exclusive use in such further experiments as they may wish to make.

In the mean time the army air service is zealously at work at Langley Field

perfecting its plans, testing material and drilling the personnel. The result of these experiments may have a far-reaching effect upon the attitude of Congress toward the aviation branches of the army and navy, and in the event the bombs prove destructive against surface vessels of all types in the navy the building program now under consideration may be seriously affected.

Second Phase—The Day Attack

With control of the air gained, pursuit aviation is still at hand in this attack in order to maintain this control, and to protect the other branches of aviation while they carry on their missions. The enemy fleet will first be attacked by attack planes in groups of one hundred, the planes approaching the various units of the fleet in echelon. Their purpose will be to nullify the offensive power of the enemy fleet against aircraft and exert a demoralizing influence on the navigating personnel of the ships.

Following this preliminary attack on the surface craft, the bombardment and torpedo attack will be made by the respective branches for the destruction of the ships. The entire aerial operations will be handled by a command plane, which keeps in constant radio communication with the various friendly elements.

Second Phase—The Night Attack

The attack on the fleet under cover of darkness is varied somewhat in procedure from the day attack in that parachute flares are

used for the purpose of illuminating objects and blinding the personnel of the enemy fleet as far as their observation of the movements of aircraft is concerned. The attack aviation in this case will have, in addition to its mission of silencing the anti-aircraft power of the fleet, the destruction of the searchlights.

The offensive bombardment power of the friendly air force is increased by the use of rigid dirigibles, carrying large projectiles, for they will be able to operate under cover of darkness at sufficiently low altitudes to prove to be an offensive weapon.

In conjunction with the air attack sub-surface craft of a friendly nature will be used. Here again the entire attack will be controlled by a command plane in radio communication with both the aircraft and the sub-surface craft.

Third Phase—Observation

This chart merely demonstrates the use of aircraft in the observation of artillery fire from either land stations or possibly seacraft, and the reconnaissance and liaison operations of the air as auxiliary to such land or water attack.

SECOND PHASE, DAY ATTACK ON HOSTILE FLEET.

against the enemy in order to gain control of the air. If this attack is successful the enemy fleet will be subjected to bombing and torpedo attack by night and by day as long as his ships remain within striking distance of the coast.

Army and Navy Air Forces Making Preliminary Tests

The aviation force of the navy has made a fine record of accomplishment in peace and in war. There were only forty-five trained aviators in the navy when we entered the World War, but this small band distinguished itself in building up bases on the French and English coasts and in bombing German U-boats in European waters.

Owing to the failure of the Wilson Administration to properly provide for the aviation branch, the personnel of the navy have worked at a great disadvantage. Despite all discouragements, however, long flights across the Atlantic and the Panama Canal on both coasts have been gallantly and successfully accomplished. Bills now before Congress which provide for a bureau of aviation and for up-to-date airplane carriers will give impetus to naval aviation and place this valuable auxiliary service in the battlefleet for offensive and defensive purposes.

In anticipation of the bombing experiments against ships at sea, the aviation forces of the army and navy have been actively carrying on many practical exercises for months, both with dummy and live bombs. The results of these tests have not been made public as a rule. The army has been given much greater liberty than the navy in this respect. But it is known that great accuracy in hitting has been attained by navy aviators in these preliminary tests at different heights above the target. And the army has made remarkable records with dummy bombs on a target representing the area of a battleship's upper deck.

The result of the projected experiments will be awaited with impatience both by those who doubt and by those who are confident in the ability of aviators to land heavy charges of high explosive on a ship's deck.

Fliers of experience, whose opinions are surely worthy of respect, are confident that they will make a large percentage of hits. They insist that the attack can be made under such conditions that anti-aircraft guns would be ineffective and that by using smoke screens the gunners will be blinded while the ships will remain in full view. Under these conditions they declare that the aviator will not remain in the clouds—he will come down to such a low altitude that he can hit with certainty. Give the young American a chance and we shall see!

Question of Hour Is Whether Chamberlain Will Be Premier

New Leader of Unionist Party Is a Protectionist, Lloyd George Is, or Was, a Free Trader, So Britain Wonders How Team Can Pull Together

By Arthur S. Draper

From The Tribune's European Bureau LONDON, April 9.

THE Right Hon. (Joseph) Austen Chamberlain shed the leader of the Unionist party, which holds the majority of seats in the House of Commons. Son of an illustrious father, his progress toward the highest honor in the gift of the party has been slow and often interrupted. In his fifty-ninth year, Austen Chamberlain moves into 11 Downing Street, next door to the house of the British Prime Minister and a house which he called home when his father was directing the affairs of the nation. The political question of the hour is whether Austen Chamberlain will be the next tenant of "No. 10."

Joseph Chamberlain was considered a hard, bitter, merciless politician. In debate he was often cruel, playing on the weakness of his opponent so viciously that his victim sometimes had the sympathies of even Chamberlain's colleagues. The son is neither hard nor bitter, but he can make a speech which leaves raw places. His mouth is a straight line dividing a strong chin and a rather prominent nose. He always is fussing with a monocle and twisting his neck as if his high collar chafed the back of his neck. He wears a morning suit, a silk hat and spats, even when he is pushing a tram around Hyde Park. He has three children—he married at forty-three—and is a devoted father.

There isn't much about the game of politics or the profession of statescraft that Chamberlain hasn't studied. His father took him through the kindergarten and primary courses and then he did a bit of experimenting on his own account.

Chamberlain Serious, Though Not Reserved or Timid

Once during the war I was at a luncheon where Arthur Balfour, at that time First Lord of the Admiralty, and Austen Chamberlain, Secretary of State for India, discussed the question

more independent and less devoted. One was pliant, yielding, though of pure Scotch blood; the other is unbending, stern and stiff physically and in principle. Chamberlain resigned from the Cabinet on the matter of principle. Few politicians are willing to make such a personal sacrifice.

Chamberlain is a protectionist, Lloyd George is, or has been, a free trader. In normal times they would be as wide apart as the poles on questions of politics. A compromiser and a stalwart are not yoked together politically.

The country will watch the work of the team with great interest. If Chamberlain fails to pull his weight there will be a general election, and that is a momentous event in this country, where every one takes his politics seriously. A general election means much more to-day than it did even after the armistice in 1918, when the nation was flushed with victory and hopeful of obtaining from the debris all the material needed to make good the losses from a devastating war.

Britons, like all other Europeans, have learned as much since December, 1918, as they did in the four years preceding, and that was a fairly liberal education. If there is a general election either Lloyd George will desert his lifelong political party and enlist under the banner of Chamberlain, or he will do as Theodore Roosevelt did in 1912. Lloyd George would have just about the same odds to fight as did the gallant Colonel.

Pen Portrait of Lenine Reminds One of a Crab

From The Tribune's European Bureau

LONDON, April 9.—Writing in the Russian newspaper The Common Cause, Alexandre Kouprin gives the following pen portrait of Lenine: "Lenine has a strange walk; he rolls from side to side as though he were lame in both feet. At the same time there is in his movements something reminding the onlooker of a crab. He is small of stature, broad shouldered and somewhat thin. There is nothing repulsive, magnificent or thoughtful in his appearance. His cheekbones are rather prominent and his eyes are slanted, but these features are not Mongolian. When talking he gesticulates, keeping his hands close to his face and pointing at the one he converses with. His hands are large and unpleasant. I could find no spiritual expression in him. But his eyes captivated me."

British Illusion Concerning The American Wife Dispelled

Instead of Dashing About in a Motor Car, With Her Husband an Abject Slave, She Is Far More Domesticated Than Her English Sister, Writer Finds

LONDON, April 9.

THE American woman does not always realize that women overseas look on her as a singularly favored individual. In England there is a fixed conviction that the American girl spends all her time dashing about in expensive motor cars and being spoiled by her husband. There is a firm belief that American women have reduced men to a state of abject slavery. There also is a great deal of wonder and admiration of the labor-saving devices that make the American home run smoothly and without labor.

Miss Muriel Harris, however, writing on "The American Wife" in The Daily Telegraph, disproves some of these theories. In fact, she points out that the labor-saving devices often involve a most unusual amount of labor themselves. Miss Harris says:

"It is curious to find in a country which on the surface appears so luxurious a great deal remaining of what I may call the pioneer element. It is rare, for instance, to find an American girl who cannot cook and cook well. Such ignorance of cooking as is shown by many English girls is unknown in America. Why? Because it is necessary for the American girl to cook. More often than not there is nobody else to do it. In any case she could never depend on a regular supply of service even if she could afford to pay for it. In England it is difficult—even after our war experiences—to realize that there really is no one to undertake domestic service and there may be nobody for months together. But this is actually the case in the States, and there are literally thousands of young American wives who depend for their household work upon a couple of hours daily help from a colored woman, and even that is not forthcoming on Sundays. "American girls marry very young, many of them straight from college," Miss Harris says. "They have ad-

girls start out with the idea that they are going to swell the family income by continuing with their own work.

"Taking it all around, the young American wife works as hard as any living person, and she is to a much greater extent thrown back upon her own resources than are young English wives, just because there is actually nobody to help her. She is quick, competent, high spirited, taking things as a matter of course, and anything less like the picture presented by the rich American woman in Europe hardly can be imagined. Incidentally, and contrary to the generally accepted idea, she is far more really domesticated than the English girl."

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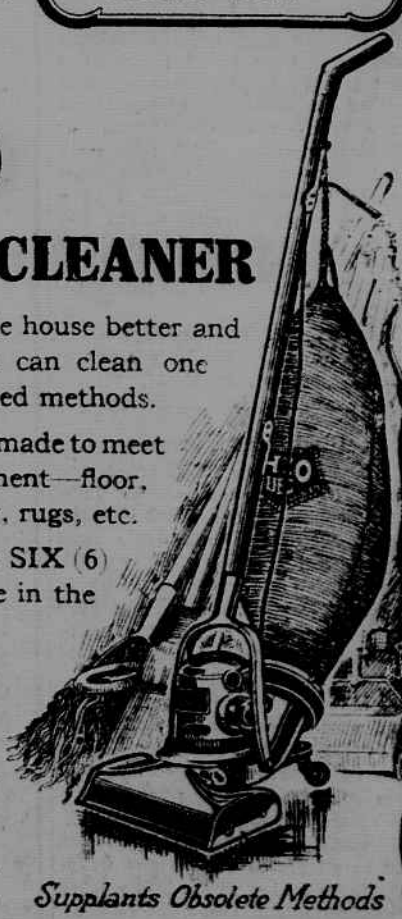
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